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PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
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CHINAOCEAN TRADE REPORT
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Hongkong Daily Press.

ESTABLISHED 1857

THE
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 Complete Edition ... \$10.00
 Small ... 6.00
 Orders may be sent to the
 Hongkong Daily Press Office and
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PRICE, \$3 PER MONTH.

NO. 15,950. 號十五百九千五萬一第一 日八十月四元統宣 HONGKONG, SATURDAY, JUNE 5TH, 1909. 六年禮 號五月六九零百九千一英港香

CALL

AT

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36 YEARS' EXPERIENCE.

SATISFACTION GUARANTEED.

S. MOUtrie &
CO. LIMITED.

[1401]

KOWLOON HOTEL

THE ONLY FIRST CLASS

ESTABLISHMENT ACROSS
WATER.

SURROUNDED BY DELIGHTFUL GARDENS,
Excellent Cuisine.

O. E. OWEN,
Proprietor.

[1652]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factor.
In Bags 250 lbs. net \$3.45 per bag ex Factor.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April 1909. [1647]

THE GRAND HOTEL.
DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.
BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALDE &
M. MAILLE Proprietaires.

PEAK TRAMWAYS COMPANY
LIMITED.

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WEEK DAYS:

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.
SATURDAYS.
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
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9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [1549]

FOR BATHING PARTIES.



TELEPHONE No. 75.

BLACKBERRY BRANDY,
CHERRY BRANDY,
CHERRY WHISKY,
ORANGE GIN,
PEPPERMINT,
SLOE GIN.

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road Central.

Hongkong, 4th June, 1909.

[155]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY ★★★★ -	\$22.50
" ★★★ -	20.00
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WHISKY, PALL MALL -	20.00
JOHN WALKER & SONS OLD HIGHLAND -	12.50
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DENEDICTINE, D.O.M. -	QTS. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.
HONGKONG AGENTS.

[151]

BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.

TELEPHONE, No. 696.

THE LATEST COLONIAL NOVELS \$1.75 EACH
OR 3 FOR \$5.00.

Within four Walls, by J. Blundell Burton.

Katherine the Arrogant, by E. M. Crocker.

The Sword of the Lord, by Joseph Hocking.

Mors Bunkum, by Frank Richardson.

The Royal End, by Henry Harland.

A False Position, by Mrs. Baillie Reynolds.

The New June, by Henry Newbolt.

Maurice Guest, by Henry Handel Richardson.

Dromina by John Ayscough.

The Love that Kills, by Coralie Stanton and Heath Hoskin.

My Lady of Shadows, by John Oxenham.

The Show Girl, by Max Pemberton.

1/2

A NEW CONSIGNMENT OF

GOLF CLUBS.

GOLF BAGS AND GOLF BALLS.

AYRES TENNIS BALLS, 1909.

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LANE, CRAWFORD & CO.

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A LARGE SELECTION OF
WATERPROOF COATS
(RUBBER)

\$24.00 \$26.00 \$28.00 \$30.00 \$33.00 EACH.

KHAKI AND BLACK
REGULATION ARMY AND NAVY
COATS WITH CAPES

\$26.00 \$30.00 \$38.00 TO \$55.00 EACH.

ZAMBRENE RAINCOATS
(No RUBBER)

\$33.00 \$38.00 \$48.00 EACH.

LANE, CRAWFORD & CO.

Hongkong, 19th May, 1909.

[153]

SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KOBE MARU" and "SAIKIO MARU" (2,377 tons each) as follows—

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive—Dairen (")	Saturday	Monday or Tuesday
Ar.—Mukden	11 a.m.	Sunday
Ar.—Changchun	2.50 p.m.	Tuesday
Ar.—Harbin (Russian Train)*	5 a.m.	Wednesday
Ar.—Harbin	6.55 a.m.	Saturday
Connecting at Harbin with State Express for Moscow.	3 p.m.	"

Leave—Harbin (Russian Train)*	9 a.m.	Tuesday	Thursday	Saturday
Arrive—Changchun (")	6 p.m.	"	"	"
Ar.—Mukden	7 p.m.	Wednesday	Friday	Sunday
Ar.—Dairen	2.10 a.m.	"	"	"
Ar.—Shanghai (Steamer)	afternoon	"	"	Sunday

*Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO")

At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

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LONG, HING & CO.,

17, QUEEN'S ROAD, CENTRAL.

DEALERS IN—

PHOTO GOODS of every description,

KODAKS. KODAK FILMS

& KODAK ACCESSORIES.

DEVELOPING & PRINTING

A SPECIALITY.

[1509]

JOHN ROBERTS & COMPANY LTD.

BILLIARD TABLE MAKERS,

BOMBAY.

UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to Carved Bracket Knees, Screwed Moldings, double-bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whipcord Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting toes, with lever for levelling, complete with the following accessories—

12 Selected Ash Cues.	1 Wall Cue Back.
1 Butt Rest with Patent Brass Head.	1 Wall Butt Rack.
1 Billiard Rest with Patent Brass Head.	1 Set Billiard Ropes, Framed.
1 Long Butt.	1 Best Billiard Brush.
1 Mid	

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LIMITED.**

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WINE AND SPIRIT MERCHANTS

WATSONS

VERY OLD LIQUEUR

SCOTCH WHISKY

A BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND
OF
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

**ROB. PORTER & CO'S
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.**

**A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.**

Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news
column should be addressed to THE EDITOR.

Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.

All letters for publication should be written on
one side of paper only.

No anonymously signed communications that
have already appeared in other papers will be
inserted.

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HONGKONG OFFICE: 10A, DES VIEUX ROAD
LONDON OFFICE: 13L, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 5TH 1909.

The Committee which recently reported on the Organisation of the Crown Agents' Office found that possibly the most fruitful cause of discontent with the discharge of the functions which the Office performs is the existence of the rule laid down in the Colonial Regulations that articles, the product of the United Kingdom or of Europe, which are required by the Government of a Crown Colony, should be obtained through the Crown Agents' Office. This rule, the Committee affirmed, is to the general advantage of the Crown Colonies; but they nevertheless saw cause for recommending that wherever in any Colony firms exist able to produce the articles required or to carry out any needed works, and the Colony feels able to arrange for their adequate inspection, such firms should be given opportunities of tendering on the same conditions as home firms. It is scarcely necessary for us to say that the practice to which the Committee refer has been as fruitful of discontent in Hongkong as in other Crown Colonies. At the present time the Sanitary Board has under consideration a question put by Mr. SHELTON HOOPER embodying the statement that on a purchase of 2,800 gallons of Jeyes' Fluid through the Crown Agents' Office the Colony has paid between £60 and £70 more than local importers were prepared to supply it for. At Colombo the Chamber of Commerce has for some time past been in correspondence with the local Government as to the supply of medical stores generally, and the Chamber, in communicating instances to show that a

tangible saving of revenue might have been effected by purchasing locally, made the general assertion that "in many past instances such good value has not been secured through the Crown Agents as would have been obtained had tenders from local firms been asked for and accepted." In Hongkong, a question which has been suggested by the instance Mr. SHELTON HOOPER has brought to public notice at the Sanitary Board is this: If it is possible to save a sum of £60 or £70 on about five hundred pounds' worth of disinfectant, how much might have been saved on an estimate of over a million pounds for railway construction by giving local firms the opportunity of tendering for as many of the requirements as possible? There is, we believe, in the Colony not a little soreness over the close adherence to the rule in the Colonial Regulations requiring all goods to be obtained through the Crown Agents' Office; and we may draw attention to the fact that the Secretary of State for the Colonies in forwarding a copy of the Committee's Report to the Governors of the Crown Colonies expressed his "general concurrence" in the recommendations of the Committee of Enquiry, and said he had requested the Crown Agents to consider what steps are required to give effect to them. We imagine the Crown Agents will be in no hurry to advise the Colonial Secretary as to what steps should be taken to give effect to the recommendation designed to remove what the Committee regarded as "possibly the most fruitful cause of discontent." But it does

not seem that the respective Colonial Governments need wait upon the pleasure of the Crown Agents in this respect. We take it that the general concurrence of the Secretary of State for the Colonies in the recommendations of the Committee virtually cancels the objectionable rule in the Colonial Regulations; at least we may take this concurrence to mean that the Colonial Governments are now free to give local firms opportunities of tendering for the supply of articles required. Judging from the evidence which has been furnished in Ceylon, and the small pieces of evidence now under the notice of the Hongkong Sanitary Board, the Colony of Hongkong in these hard times could effect in the aggregate a considerable saving of expenditure by making the change indicated, and at the same time benefit local trade and industry.

Between Friday and Monday last the Shanghai Fire Brigade was called out to no fewer than fifteen fires.

M. Le Verrier, Chancellor of the French Consulate at Hankow, fell overboard from the C. M. S. Kuling last week and was drowned.

The case in which a drummer in the British Consulate had been gagged and robbed one night by Chinese at Ship Street wharf has been withdrawn.

Japan's paper report the death at Edinburgh of Mr. J. W. Crowe who was for a number of years in charge of the interests of the firm of Messrs. W. M. Fréchon & Co. at Kobe.

One of the demi-mondaines, a woman who gives the name of Mary Levin, was at the Magistracy yesterday fined \$25 for disorderly behaviour. She accosted a man in Queen's Road and accused him of not having paid a sum which he signed in her room.

Three men from Kowloon City appeared before Mr. Kemp at the Magistracy yesterday on a charge of having in their possession meat intended for human consumption which was unsound. The first man was fined \$50, the second \$100, and the third was discharged.

Yesterday Mr. J. H. Kemp made an order for the return of Lim Chee Saing alias J. W. Dobson to Penang where he was wanted on a charge of stealing from the Hongkong and Shanghai Bank \$70,000. Chief-Detective Inspector Kirk from Penang produced the warrant for his arrest. Prisoner offered no objection to being taken back to Penang.

At the Marine Magistrate's Court yesterday before Commander Basil R. H. Taylor, R.N. the masters of five licensed passenger boats were fined \$5 each for lying their boats within one hundred yards of low water mark at Yau-tan during prohibited hours. A trading junk master was fined \$15 for obstructing the southern fairway, and a similar fine was imposed on the master of another junk for failing to exhibit the regulation lights while at anchor.

An interesting story was told before Mr. Hazelund at the Magistracy yesterday. A boy rode up in a chair to 25 Conduit Road and only gave the bearers ten cents. They demanded more but the boy went inside and got the assistance of others and they beat the impudent coolie so mercilessly that he lay on the ground outside practically insensible. His companion had meanwhile reported the matter at the Police Station, and when the police arrived on the scene, they found the man in rather a weak condition. The boy preferred a charge of stealing a pair of trousers against the coolie. Mr. Hazelund found the coolie guilty of the theft of the trousers but discharged him as he believed he had been sufficiently punished. Two of the four boys charged with assaulting the coolie were fined \$10.

A Vladivostok dispatch to a Japanese newspaper states that it has been decided to run Russo-Japanese horse races on September 5th, 8th, 12th, 15th, 18th, and 19th next. Three hundred horses are now entered for the contests. A number of horses are expected to arrive from Moscow.

A petition signed by over 1,200 people has been presented through Mr. Resident Shimoda, of Chemulpo to the Residency-General asking for speedy construction of harbour works at Chemulpo. Three copies of it have been presented and two of them have been sent by the Residency-General to the Korean Finance and Home Department.

Mr. Charles Denby, the retiring Consul-General for the United States at Shanghai, was entertained to a farewell complimentary dinner at the Astor House last Saturday evening. The dinner was attended by 170, and the spacious dining hall was draped with the flags of all nations. Mr. W. A. C. Platt presided, and proposed the toast of "Our Honoured Guest," in which he eulogised Mr. Denby for his work as consul and for his qualities as a resident. Mr. Denby in his reply remarked how pleasant his associations with the city and its varied interests had been and predicted a great future for the settlement.

A new map of the Province of Kwantung has just been published by Messrs. W. Brewer & Co. Ltd. It occupies a sheet about five feet wide by four feet deep, names of places are given in both English and Chinese, and whether the town is large or small is specially indicated. Hills, fort, like, and Customs stations, light houses, joss houses, naval stations, railways open or projected, sandbanks, district limits, &c. are all indicated by special marks. Hongkong, the West, East and North Rivers, and Kwangtung fu are shown as insets on the sheet. The map was compiled and drawn by Capt. J. B. A. Grote, I. G. N. R., and reproduced apparently by the lithographers by the direct transference of the original drawings to the stone. It is advertised at the price of \$5 on rollers and \$4.40 folded.

Public observances of Memorial Day began at Manila on Sunday with special services at the Presbyterian and Methodist churches. In the morning there was a splendid musical service by the antiphonal choir under the direction of Professor and Mrs. Cook and Dr. Rossetti delivered a stirring patriotic address at the Presbyterian church. In the evening an address was delivered by General William H. Carter on the roof garden of the same church. Both services were attended by large congregations. At the Central Methodist Church, the Rev. Isaac B. Harper spoke of the meaning of the day, and specially prepared music was played and sung. On Monday there were services at Fort McKinley, the de Norte cemetery, and at Cavite, at all of which the memory of the country's dead was revered.

Richard J. Blake, an unemployed engineer, was at the Magistracy yesterday fined \$15 and ordered to enter into a bond of \$50 to keep the peace. He had been guilty of creating a disturbance in the charge room at the Central Station the previous afternoon. Apparently, when he came up to the Central, he wished to see the Captain Superintendent of Police, and was about to force his way into the office when he was stopped by the Inspector, who offered to have his name sent in. Blake, however, would not have this, and became very abusive. The Inspector informed him that the Captain Superintendent was out but offered to take down any report which he liked to make. Blake, however, wanted to write it himself and took possession of the interpreter's desk. Inspector Fenton told him that that could not be allowed, that he was in charge there, but this only incensed Blake who became more abusive than before. He was ordered to leave but refused and had to be placed in the cells where he made so much noise that he interfered with the business of the Magistracy. However he was not so truculent yesterday when brought before the Magistrate and he was fined as stated.

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The H.A. Linio str. *Brasilia* left Singapore on the 3rd instant a.m., and may be expected here on or about the 9th inst.

The N.Y.K. str. *Senoku Maru*, (European Line) left Singapore on the 4th instant, and is expected here on the 10th inst.

The N.Y.K. str. *Shirane Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 4th instant, and is expected here on the 13th inst.

The Ben Line str. *Bentley* from Leith, Antwerp and London left Singapore on the 2nd instant.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst.

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HONGKONG GENERAL CHAMBER OF COMMERCE.

Minutes of a Meeting of the General Committee held in the Chamber Room, St. George's Building, on Monday, the 17th May 1909, at 4 p.m. Present.—Hon. Mr. E. A. Howett (Chairman), Mr. J. R. M. Smith (Vice-Chairman), Hon. Mr. W. J. Grosson, Messrs. J. W. Bonner, D. E. Law, H. A. Siebe, E. Shelling, H. E. Tomkins, J. W. Bandow and E. A. M. Williams (Secretary).

MINUTES.

The Minutes of the last Meeting held on the 12th March, 1909, were confirmed.

CONTINUOUS CERTIFICATES OF DISCHARGE TO CHINESE SEAMEN.

Reply from Government—

Colonial Secretary's Office.

Hongkong, 25th March, 1909.

Sir,—With reference to your letter of the 18th instant, I am directed to state that the institution of the granting of Continuous Certificates of Discharge to Chinese seamen will be allowed to drop.

I shall be glad if you will be so good as to return the enclosures in my letter of the 30th ultimo.—I am, &c.

F. H. MAY,

Colonial Secretary.

*Enclosures since received.

The Secretary, The Chamber of Commerce.

LIGHT ON KAPSING ISLAND.

The following reply was received from the Government—

Colonial Secretary's Office.

Hongkong, 29th March, 1909.

Sir,—I am directed to acknowledge the receipt of your letter of the 18th instant in which you state that in the opinion of the Committee of the Chamber of Commerce the institution of a Light on the Southern end of Kapsing Island is urgently required as a leading light across the Harbour to the Capenian.

In this connection I am to inform you that the placing of a beacon on the Bunsanshan Rock has been under the consideration of this Government and it is suggested that if a light were placed on such a beacon the purpose of furnishing a leading light for the Capenian would be better served than by placing a light in the position your Committee suggest; while at the same time what is a serious danger to navigation would be marked.

I am to add that the Government will be glad to learn the opinion of the Committee of the Chamber of Commerce on the above suggestion.

—I am, &c.,

A. G. M. FLETCHER,

for Colonial Secretary.

The Secretary, The Chamber of Commerce.

Memo by Captain Lloyd.

The following Memorandum prepared by Capt. Lloyd was received—

"The proposal of the Government to place a light on the Bunsanshan Rock as a guide through the Kap Shui Moon, and the opinion that it would furnish more protection to navigation than a light on the lower end of Kapsing Island is not likely to find endorsement amongst those who are practically affected by it."

While agreeing in the abstract that a light on Bunsanshan Rock would be a good thing, and welcomed as pointing out the position of a danger, it nevertheless finds no favour as a bad weather guide through the pass, and I do not think there is any keen desire for such, certainly not as a substitute for the one applied for. As a danger the rock exists, but I cannot call to mind any accident of late connected with it; the name "Bunsanshan" is presumably derived from some "Country Walk" in the old sailing ship days, striking it.

It seems difficult to explain the reason for going so far afield for the solution of the problem when it lies so near at hand.

Accurate and fine drawn bearings are of little account in our navigation, with varying courses, deviations for junks, &c., there is no time for taking of such, keen eyesight and good judgment are the essentials of our piloting, and the actual visual fixing of the objective is what is wanted, and not the laying down of a course which cannot be adhered to.

I may point out that the rock is not an obstacle in any special fairway, and a straight course from the buoys to the Pass (marked by the light) leads a long way clear of it.

It would also seem that financial considerations would favour the island light, as finding a foundation on a submerged rock is an expensive piece of work.

The common sense view of the matter would seem to be, that the matured opinion of the men who have had many years' experience and practice on the route, and who have discussed the subject and weighed the claims of this or the other alternative should be the determining factor in the decision to the sita of the light.

CHAS. V. LLOYD,

Master, S.S. *Fatshan*.

Hongkong, 7th April, 1909.

The Sketch made by Capt. Lloyd was laid on the table.

Views of Capt. R. D. Thomas.

Canton, 16th April, 1909.

DEAR SIR,—I beg to acknowledge the receipt of your letter of the 13th instant enclosing a copy of the reply sent by the Government to the Chamber of Commerce with reference to establishing lights on Kapsing Island and Tong Ku. With regard to the Government proposal to place a light on the Bunsanshan Rock as a guide across the harbour to the Kap Shui Moon, and the opinion that it would furnish more protection than a light on Kapsing Island does not recommend itself to those most affected by it. Whilst agreeing that a light or beacon on the Bunsanshan Rock would be useful as pointing out the exact position of a danger, it finds no favour as a guide to the Pass during bad weather, as anyone keeping away to pick up such light or beacon on a dark or foggy day or night would be unnecessarily running his ship into danger, and after picking it up would still be a mile or more away from the Pass with a nasty ledge of rocks running out from Lantau Island almost in his course on which many a vessel has struck during my time on the river. On the other hand, it is absolutely necessary to pick up Kapsing Island to insure setting a correct course through the Pass. At the present time when there is a thin fog or heavy rain one is unable to clearly distinguish the contour of the land. The Southern foreshore of Kapsing Island and the Eastern foreshore of Lantau Island in the neighbourhood of the Pass are so much alike that it is almost impossible to distinguish one from the other, especially so if the course across the harbour has been altered several times to clear junks when both time and position are somewhat vague.

Now with small white house (in which to keep the light) built on the Southern foreshore of Kapsing Island this difficulty would disappear, as the one shore would then have a distinctive mark and the erection of the light would then be quite as useful during the day as it would be at night—I remain, &c.,

R. D. THOMAS,

Master, S.S. *Fatshan*.

To E. A. M. Williams, Esq.,

Secretary.

Hongkong General Chamber of Commerce.

Pilot Christie's views.

I endorse all Capt. Thomas' remarks re-light on Kapsing Island. After many years' experience as a pilot to Canton I have no hesitation in saying that the only safe guide through Caping-Mun Pass is a light on Kapsing Island. A light on Bunsanshan Rock intended as a guide through the Pass would only increase the existing danger.

T. H. CHRISTIE.

The following reply was sent to the Government—

Hongkong Chamber of Commerce.

27th April, 1909.

Sir,—I have the honour to acknowledge the receipt of your letter of the 29th March, 1909, (No. 6824/1904) in reply to mine of the 18th instant having reference to the institution of a light on the Southern end of Kapsing Island.

My Committee having consulted the principal shipping Companies interested with regard to the counter proposition of the Government that a light on Bunsanshan Rock would better serve the purpose of furnishing a leading light for the Capenian, the opinion of the representative shipping Companies is now set forth in a memorandum dated 9th April, 1909, presented by Capt. Lloyd, Master of the S.S. *Fatshan*, which I now beg to enclose.

Capt. Lloyd's opinion is supported by a letter dated 16th April, 1909, from Capt. Thomas, Master, of the ss. *Hengshan*, the first of the signatories to the letter previously forwarded to the Government by the Chamber.

Capt. Thomas' letter is endorsed by Mr. T. H. Christie, a pilot of many years' experience.

A copy of this letter and endorsement is also enclosed.

My Committee feel that the opinions expressed by so representative a selection of experienced navigators are entitled to the fullest consideration and would ask therefore that the Government be good enough to reconsider the question.

I should be glad if Capt. Lloyd's memorandum may be returned—I am, &c.,

E. A. M. WILLIAMS,

Secretary.

Colonial Secretary's Office.

3rd May, 1909.

Sir,—With reference to your letter of the 27th ultimo I am directed to inquire what description of light the Chamber recommends should be placed on the Southern end of Kapsing Island and in this connection I enclose a copy of a minute by the Harbour Master dated the 28th ultimo.

I return herewith Capt. Lloyd's memorandum and a copy of this letter and endorsement is also enclosed.

F. H. MAY,

Colonial Secretary.

The Secretary,

Chamber of Commerce.

Minute by the Harbour Master.

Mr. Lloyd certainly makes a very good point in the fact that courses cannot be relied upon because of the frequent necessity of getting out of the way of junks. But the principal point upon which he lays stress is the similarity of the appearance of Kap Sing Island and of Lantau Island and he seems to be more anxious for some distinguishing mark, such as a hat, than for a light, which, as I have pointed out, would not be visible in thick weather. Such a distinguishing mark could easily and economically be made with a few rocks locally obtained and a bucket of whitewash.

But if it is decided that a light is to be erected there, it would be well if the Chamber of Commerce were to say what description of light they advocate. The existing light on Mawan Island cost £51. 6. 2d, including freight and insurance but not including Public Works Department expenses for installation. If such a light were advocated, it would, in addition, involve the expenses of salary of light-keeper and of course, oil etc. An automatic (unattended) acetylene light, such as is extensively used in Canada with great success, would be of much greater power and would cost about £700, but the cost of salaries would be avoided. This price would include an automatic occulting apparatus which makes the light distinctive and less costly to run.

BASIL TAYLOR,

28/4/09.

Memo by Capt. Lloyd on the preceding minute.

The light asked for on Kapsing Island is intended as a local lead and a powerful light is not necessary, as long as it is plainly visible in dark weather some 4 or 5 miles off, say, from the neighbouring point of Changtung, it would suffice. A white light would probably best meet requirements on account of its superior penetrating power in thick weather, and if it could be made distinctive it would be better as there are generally many and various lights therabouts.

On the score of finance, could not some automatic contrivance, such as the Gas Fairway Buoy (although it should be in some more reliable form, as the gas buoys show at times only a pin-point of red light) be equipped with, be used, dispensing with the necessity of constant attendance. Acetylene I have seen mentioned in such connection, and if it could be depended upon would be suitable, as the light is peculiarly white.

I have before emphasized the advantage of a prominent structure at that place as a distinguishing mark or guide in a fog. As the proverb says—"All cats are grey in the dark", so in a shifting fog all rocks and trees lose their identity and are not recognizable—seen for a second or two and then covered up again, it is impossible to locate them with certainty, but a structure of lines and angles, seen if only for moments, differing altogether from surrounding objects, speaks for itself, and I would suggest if not a house, some form of beacon, either cone or obelisk shaped, with a pole and lantern on top rather high up as fog drifts around in bunches and layers, and what may be visible at one level may not be so lower down or higher up. Such structure should be distinctively coloured. Striped black and red are, I think, the best seen colour in a fog.

As I have said, the light is not necessary, as a guide to the Pass during bad weather, as anyone keeping away to pick up such light or beacon on a dark or foggy day or night would be unnecessarily running his ship into danger, and after picking it up would still be a mile or more away from the Pass with a nasty ledge of rocks running out from Lantau Island almost in his course on which many a vessel has struck during my time on the river.

On the other hand, it is absolutely necessary to pick up Kapsing Island to insure setting a correct course through the Pass. At the present time when there is a thin fog or heavy rain one is unable to clearly distinguish the contour of the land. The Southern foreshore of Kapsing Island and the Eastern foreshore of Lantau Island in the neighbourhood of the Pass are so much alike that it is almost impossible to distinguish one from the other, especially so if the course across the harbour has been altered several times to clear junks when both time and position are somewhat vague.

This tour in Australia will probably extend over three weeks and it is to be hoped that the Committee will be liberty to make such other visits as they may desire.

Light.—Bright, occulting, or sixth order, visible for five miles on a clear night.

Structure.—Similar to Ma-wan Island light house. This would be considered a good distinctive mark in fog during day time.

Fog-signal.—Bell, worked automatically as in use on the Iron Barrier near Whampoa. It fog or thick rain sound would be a safer warning than the off-chance of seeing the structure of the light tower. I recommend this suggestion to the consideration of your Committee.—I am, &c.,

W. E. CLARKE,

Secretary, Hongkong Canton

and Macao Steamboat Co.

E. A. M. Williams, Esq.,
Secretary, Chamber of Commerce.

It was decided to forward to the Government a copy of the letter received from Capt. W. E. Clarke containing the views of the Commanders of vessels of that Company. The Committee endorsed the views therein expressed.

INTERNATIONAL CONVENTION OF 1906
Colonial Secretary's Office.

Hongkong, 13th April, 1909.
SIR.—With reference to your letter of the 24th of March I am directed to point out to you that the particular question which was referred to in the despatch of the Secretary of State of the 21st January last, transmitted in my letter of the 26th of February was whether this Colony should adhere to the International Convention of the manufacture of White Phosphorus.

It is on that question that this Government desires to obtain the opinion of the Chamber of Commerce.—I am, &c.,

F. H. MAY,
Colonial Secretary.

The Secretary, Chamber of Commerce.

Reply to Government—

Hongkong Chamber of Commerce.

27th April, 1909.

Sir.—I now direct to reply to your letter (No. 3699/1907), of the 13th instant in which the Government desires the opinion of the Chamber of Commerce to whether or not this Colony should adhere to the International Convention of September 1906 respecting the prohibition of the use of White Phosphorus in the manufacture of matches.

It is on that question that this Government desires to obtain the opinion of the Chamber of Commerce.—I am, &c.,

F. H. MAY,

Colonial Secretary.

Reply to Government—

Hongkong Chamber of Commerce.

27th April, 1909.

Sir.—I now direct to reply to your letter (No. 3699/1907), of the 13th instant in which the Government desires the opinion of the Chamber of Commerce to whether or not this Colony should adhere to the International Convention of September 1906 respecting the prohibition of the use of White Phosphorus in the manufacture of matches.

My Committee consider that, for precisely the same reasons as were advanced by the Representatives of the Imperial Government for the non-adherence of Great Britain to this Convention.

I should be glad if Capt. Lloyd's memorandum may be returned—I am, &c.,

E. A. M. WILLIAMS,

Secretary.

Colonial Secretary's Office.

3rd May, 1909.

Sir.—With reference to your letter of the 27th ultimo I am directed to inquire what description of light the Chamber recommends should be placed on the Southern end of Kapsing Island and in this connection I enclose a copy of a minute by the Harbour Master dated the 28th ultimo.

I return herewith Capt. Lloyd's memorandum and a copy of this letter and endorsement is also enclosed.

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Colonial Secretary.

Reply to Government—

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E. A. M. WILLIAMS,

Secretary.

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Hongkong, 5th June, 1909. [522]

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Hongkong, 20th May, 1909. [537]

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G. K. HAXTON, Manager.
Hongkong 1st April, 1909. [48]

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Hongkong, 1st June, 1909. [41]

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Hongkong, 23rd April, 1909. [649]

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Hongkong, 26th October, 1906. [523]

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Hongkong, 21st July, 1908. [1019]

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Hongkong, 17th April, 1907. [415]

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Hongkong, 21st September, 1905. [504]

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Hongkong, 9th January, 1909. [665]

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HONGKONG GENERAL CHAMBER OF COMMERCE.

Minutes of a Meeting of the General Committee held in the Chamber Room, St. George's Building, on Monday, the 17th May 1909, at 4 p.m. Present.—Hon. Mr. E. A. Hewitt (Chairman), Mr. J. R. M. Smith (Vice-Chairman), Hon. Mr. W. J. Grosson, Messrs. J. W. Bowmer, D. R. Law, H. A. Sibley, E. Shillim, H. E. Tomkins, J. W. Bandow and E. A. M. Williams (Secretary).

MINUTES.

The Minutes of the last Meeting held on the 12th March, 1909, were confirmed.

CONTINUOUS CERTIFICATES OF DISCHARGE TO CHINESE SEAMEN.

Reply from Government:—

Colonial Secretary's Office,

Hongkong, 25th March, 1909.

Sir.—With reference to your letter of the 18th instant, I am directed to state that the question of the granting of Continuous Certificates of Discharge to Chinese seamen will be allowed to drop.

I shall be glad if you will be so good as to return the enclosures in my letter of the 30th ultimo. I am, &c.,

F. H. MAY.

Colonial Secretary.

*Enclosures since received.

The Secretary, The Chamber of Commerce.

LIGHT ON KAPSING ISLAND.

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Colonial Secretary's Office,

Hongkong, 29th March, 1909.

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In this connection I am to inform you that the placing of a beacon on the Bunsanshan Rock has been under the consideration of this Government and it is suggested that if a light were placed on such a beacon the purpose of furnishing a leading light for the Capitulum would be better served than by placing a light in the position your Committee suggest; while at the same time what is a serious danger to navigation would be marked.

I am to add that the Government will be glad to learn the opinion of the Committee of the Chamber of Commerce on the above suggestion. I am, &c.,

A. G. M. FLETCHER,

Colonial Secretary.

The Secretary, The Chamber of Commerce.

Memorandum by Captain Lloyd.

The following Memorandum prepared by Captain Lloyd was received:—

"The proposal of the Government to place a light on the Bunsanshan Rock as a guide through the Kan Shui Moon, and the opinion that it would furnish more protection to navigation than a light on the lower end of Kapsing Island is not likely to find endorsement amongst those who are practically affected by it."

Willis agreeing in the abstract that a light on Bunsanshan Rock would be a good thing, and welcomed as pointing out the position of a danger, it nevertheless finds no favour as a bad weather guide through the pass, and I do not think there is any keen desire for such, certainly not as a substitute for the one applied for. As a danger the rock exists, but I cannot call to mind any accident of late connected with it; the name "Bunsanshan" is presumably derived from some "Country Walk" in the old sailing ship days, striking it.

It seems difficult to explain the reason for going so far afield for the solution of the problem when it lies so near at hand.

Accurate and fine drawn bearings are of little account in our navigation, with varying courses, deviations for junks, &c., there is no time for taking or using such, keen eyesight and good judgment are the essentials of our plotting, and the actual visual fixing of the objective is what is wanted, and not the laying down of a course which cannot be adhered to.

I may point out that the rock is not an obstacle in any special fairway, and a straight course from the buoys to the Pass (marked by the light) leads a long way clear of it.

It would also seem that financial considerations would favour the island light, as finding a foundation on a submerged rock is an expensive piece of work.

The common sense view of the matter would seem to be, that the matured opinion of the men who have had many years' experience and practice on the route, and who have discussed the subject and weighed the claims of this or the other alternative should be the determining factor in the decision as to the site of the light.

CHAS. V. LLOYD,

Master, S.S. *Fatshan*.

Hongkong, 7th April, 1909.

The Sketch made by Capt. Lloyd was laid on the table.

Views of Capt. R. D. Thomas.

Canton, 16th April, 1909.

DEAR SIR.—I beg to acknowledge the receipt of your letter of the 13th instant enclosing a copy of the reply sent by the Government to the Chamber of Commerce with reference to establishing lights on Kapsing Island and Tong Ku. With regard to the Government proposal to place a light on the Bunsanshan Rock as a guide across the harbour to the Kap Shui Moon, and the opinion that it would furnish more protection than a light on Kapsing Island does not recommend itself to those most affected by it. Whilst agreeing that a light or beacon on the Bunsanshan Rock would be useful as pointing out the exact position of a danger, it finds no favour as a guide to the Pass during bad weather, as anyone keeping away to pick up such light or beacon on a dark or foggy day or night would be unnecessarily running his ship into danger, and after picking it up would still be a mile or more away from the Pass with a nasty ledge of rocks running out from Lantau Island almost in its course on which more than one vessel has struck during my time on the river. On the other hand, it is absolutely necessary to pick up Kapsing Island to insure setting a correct course through the Pass. At the present time when there is a thin fog or heavy rain one is unable to clearly distinguish the contour of the land. The Southern fore-shore of Kapsing Island and the Eastern fore-shore of Lantau Island in the neighbourhood of the Pass are so much alike that it is almost impossible to distinguish one from the other, especially so if the course across the harbour has been altered several times to clear junks when both time and position are somewhat vague.

Now with a small white house (in which to keep the light) built on the Southern fore-shore of Kapsing Island this difficulty would disappear, as the one shore would then have a distinctive mark and the erection of the light would then be quite as useful during the day as it would be at night—I remain, &c.,

R. D. THOMAS,

Master, S.S. *Heungshan*.

To E. A. M. Williams, Esq.,

Secretary.

Hongkong General Chamber of Commerce.
Pilot Christie's views.

I endorse all Capt. Thomas' remarks re-light on Kapsing Island. After many years' experience as a pilot to Canton, I have no hesitation in saying that the only safe guide through Kapsing Pass is a light on Kapsing Island. A light on Bunsanshan Rock intended as a guide through the Pass would only increase the existing danger.

T. H. CHRISTIE.

The following reply was sent to the Government:—

Hongkong Chamber of Commerce,

27th April, 1909.

Sir.—I have the honour to acknowledge the receipt of your letter of the 29th March, 1909 (No. 8824/1904) in reply to mine of the 18th instant having reference to the institution of a light on the Southern end of Kapsing Island.

My Committee having consulted the principal shipping Companies interested with regard to the manufacture of matches.

It is on that question that this Government desires to obtain the opinion of the Chamber of Commerce.—I am, &c.,

It was decided to forward to the Government a copy of the letter received from Capt. W. E. Clarke containing the views of the Commanders of vessels of that Company. The Committee endorsed the views therein expressed.

INTERNATIONAL CONVENTION OF 1906.
Colonial Secretary's Office.

Hongkong, 13th April, 1909.

SIR.—With reference to your letter of the 24th of March I am directed to point out to you that the particular question which was referred to in the despatch of the Secretary of State of the 21st January last, transmitted in my letter of the 26th of February was whether this Colony should adhere to the International Convention of 26th September, 1906, respecting the prohibition of the use of White Phosphorus in the manufacture of matches.

It is on that question that this Government desires to obtain the opinion of the Chamber of Commerce.—I am, &c.,

F. H. MAY,

Colonial Secretary.

The Secretary, Chamber of Commerce.

Reply to Government:—
Hongkong Chamber of Commerce,

27th April, 1909.

Sir.—I now direct to reply to your letter (No. 3699/1907), of the 15th instant in which the Government desires the opinion of the Chamber as to whether or not this Colony should adhere to the International Convention of the 26th of September 1906, respecting the prohibition of the use of White Phosphorus in the manufacture of matches.

My Committee consider that, for precisely the same reasons as were advanced by the Representatives of the Imperial Government on this point this Colony should not adhere to the Convention.

As pointed out in the memorandum accompanying your letter, it has been proved that the evils traceable to the use of White Phosphorus in the manufacture of matches can be successfully suppressed by regulation.

There appears, therefore, no adequate justification for the adoption of measures calculated to hamper trade.

My Committee desire to thank His Excellency the Governor for referring this matter to them.—I have &c.,

E. A. M. WILLIAMS,

Colonial Secretary.

HON. MR. F. H. MAY, C.M.G.,
Colonial Secretary.

INDIAN LABOUR.

The following letter was received from the Government:—

15th March, 1909.

Sir.—I am directed to enquire whether in the opinion of your Chamber any opening exists for the employment of Indian labour indentured or unindentured, in this Colony, and whether they consider that facilities with regard to passage and provisions of land should be given to encourage Indian immigration. I am, &c.,

F. H. MAY,

Colonial Secretary.

The Secretary, Chamber of Commerce.

The following reply was forwarded to the Government:—

Hongkong Chamber of Commerce,

27th April, 1909.

SIR.—I have the honour to reply to your letter (No. 1725/1909) of the 15th March, 1909, requesting an expression of opinion from this Chamber as to whether any opening exists for the employment of Indian Labour in this Colony, and whether facilities with regard to passage and provision of land should be given to encourage India immigration.

My Committee, having consulted several employers of labour, have been informed that there is no opening for Indian Labour indentured, or unindentured. In fact, there are Indians in the Colony at present who cannot find employment.

My Committee consider that market requirements are amply met, at present, by the supply of native labour. I have the honour to be, Sir, Your obedient servant,

E. A. M. WILLIAMS,

Secretary.

HON. MR. F. H. MAY, C.M.G.,
Colonial Secretary.

Colonial Secretary.

The Chairman, Hongkong General Chamber of Commerce.

It was decided to ask the Government for fuller details of the scheme, the following being among the more important points upon which the Committee wished to be informed:—

1. The general lines which it is proposed to adopt.

2. The arrangements for exchanging dollars into notes and vice versa.

(a) Whether the Government will have their own treasuries and staff for working the issue.

(b) If not what alternative system have they in view.

3. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank Notes and the date on which such estimate is based.

PROPOSED NEW FRENCH CUSTOMS TARIFF.

The following letter from the Government was received:—

Colonial Secretary's Office,

30th April, 1909.

Sir.—I am directed to transmit for the consideration of your Committee the introduction in this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements and I am to inquire what are the views of your Chamber on the subject.

This matter was last under consideration in 1899 when the Government decided to await the result of the experiment in the Straits Settlements, which appears to have been attended by a certain measure of success.—I am, Sir, Your obedient servant,

F. H. MAY,

Colonial Secretary.

The Chairman, Hongkong General Chamber of Commerce.

It was decided to ask the Government for fuller details of the scheme, the following being among the more important points upon which the Committee wished to be informed:—

1. The general lines which it is proposed to adopt.

2. The arrangements for exchanging dollars into notes and vice versa.

(a) Whether the Government will have their own treasuries and staff for working the issue.

(b) If not what alternative system have they in view.

3. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank Notes and the date on which such estimate is based.

INTRODUCTION INTO THIS COLONY OF A GOVERNMENT NOTE ISSUE.

The following letter was received from the Government:—

Colonial Secretary's Office,

15th April, 1909.

SIR.—I am directed to inform you that H.E. the Governor has at the present time under consideration the question of the introduction in this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements and I am to inquire what are the views of your Chamber on the subject.

This matter was last under consideration in 1899 when the Government decided to await the result of the experiment in the Straits Settlements, which appears to have been attended by a certain measure of success.—I am, Sir, Your obedient servant,

F. H. MAY,

Colonial Secretary.

The Chairman, Hongkong General Chamber of Commerce.

It was decided to ask the Government for fuller details of the scheme, the following being among the more important points upon which the Committee wished to be informed:—

1. The general lines which it is proposed to adopt.

2. The arrangements for exchanging dollars into notes and vice versa.

(a) Whether the Government will have their own treasuries and staff for working the issue.

(b) If not what alternative system have they in view.

3. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank Notes and the date on which such estimate is based.

PROPOSED NEW FRENCH CUSTOMS TARIFF.

The following letter from the Government was received:—

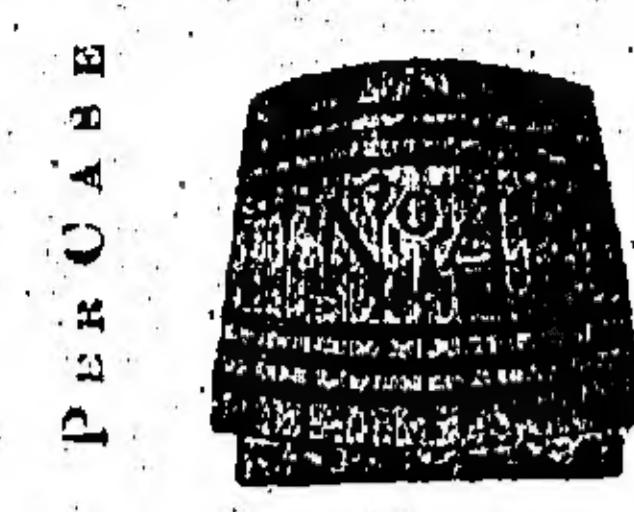
Colonial Secretary's Office,

30th April, 1909.

Sir.—I am directed to transmit for the consideration of your Committee the enclosed copy of a circular despatch from Lord Craven dated the 16th day of last March and to inquire whether any commercial interests in this Colony are likely to be adversely affected by the proposed Tariff.—I am, &c.,

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF CLECKHEATH AND HAS BEEN SOLD AS SOLE AGENTS SINCE 1828.

SCOTCH WHISKY
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.



KEATING'S
WORM
TABLETS.

Proprietor, THOMAS KEATING, London.

58

SAVARESSE'S
SANDAL
CAPSULES

Effectual because absolutely pure.
English No. 1 made of Saponin.
Full directions. All Chemists.
Insist on SAVARESSE'S

800

A SAFE REMEDY
FOR ALL
SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the Blood, pray with confidence to Dr. Clarke, the Blood Doctor, who has been successful in curing thousands of cases of Skin and Blood Diseases. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do—CURES SKIN AND BLOOD DISEASES PERMANENTLY.

**Clarke's
Blood
Mixture**

IS THE FINEST BLOOD PURIFIER
EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, TUBERCULOSIS, RHEUMATIC FEVER, ETC., ETC., BLOOD POISON, ULCERS, SKIN AND BLOOD DISEASES, SORES OF ALL KINDS

It is a safe and permanent Remedy. It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and Bones.

NOTE: This mixture is pleasant to the taste and warranted free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

TRIED MANY THINGS WITHOUT BENEFIT UNTIL TOOK CLARKE'S BLOOD MIXTURE.

Mrs. F. E. Lovell, 49 Bridge Street Row, Chester, writes: "Just in favour of 'Clarke's Blood Mixture.' I had a cure for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful 'Clarke's Blood Mixture.' —Jane 31, 1908."

Sold by all Chemists and Patent Medicine Vendors throughout the World.

MADE FOR
CLARKE'S BLOOD MIXTURE
and beware of worthless imitations and substitutes.

57

**MARTIN'S
APIOL & STEEL
PILLS**

A special Remedy for all Troubles of the Heart. Martin's Pills in the house so that at the first sign of any trouble they can be administered. These will then recommend them, hence there is no need to travel throughout the world, or post free. MARTIN'S, Chesham, Buckinghamshire, Eng.

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SHIPPING.**ARRIVALS.**

BUJUN MARU, Japanese str. 1,304, Y. Fuseno, 4th June—Shanghai 23rd May, Foochow, Amoy and Swatow 3rd June, General—Canton Shoen Kaihsia.

CHIYUN, Chinese str., 4th June—Canton.

FUKU MARU, Japanese str. 3,067, K. Wakawa, 4th June—Moji 29th May, Coal—Mitzu Bisan Kaihsia.

HARUN, British str. 636, J. W. Evans, 4th June—Swatow 3rd June, General—Douglas, Lepri & Co.

KIANG PING, Chinese str., 4th June—Canton.

KLEIN, Norwegian str. 910, T. Heller, 4th June—Dahli, Rice and General—Aagard, Thorsen & Co.

PROMETHEUS, Norwegian str. 1,024, W. Jones, 4th June—Bangkok 26th May and Swatow 3rd June, General—Aagard, Thorsen & Co.

SINGAN, British str. 1,447, F. Jamison, 4th June—Haiphong 30th May, and Hohow 3rd June, General—Buttofield & Swire.

TAMING, British str. 1,250, A. Somerville, 4th June—Manila 1st June, General—Buttofield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
4th June.
Kien Ping, Chinese str., for Chinkiang.
Bajra, German str., for Bangkok.
Zajro, British str., for Manila.

DEPARTURES.

4th June.
ASCANIER, German str., for Canton.
ASTA, British str., for Shanghai.
CHIHLI, British str., for Cobe.
CHIANG, British str., for Shanghai.
EMPIRE, British str., for Shanghai.
FAUSANG, British str., for Saigon.
FRITHIUS, Norwegian str., for Saigon.
HAITIAN, British str., for Swatow.
HANOI, French str., for Quang Chow Wan.
KNUISBERG, German str., for Swatow.
QUINTA, German str., for Tsingtao.
SIMLA, British str., for Shanghai.
YUENANG, British str., for Manila.

SHIPPING REPORTS.
The British str. *Singan* reports: Strong S.E. winds, cloudy and fine weather.

VESSELS IN DOCK.

June 4th.

ABERDEEN DOCK—
KOWLOON DOCK—Sumatra, Monroe,
Charles Hardouin.

COSMOPOLITAN DOCK—Asia.

TAIKO DOCK—Maple Leaf, Chenau, Tean,
Catherine Apear.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR."

Captain S. H. Bolson, will be despatched for the above Ports TO-DAY, the 5th June, at Noon, instead of us previously advertised.

For Freight or Passage, apply to

DAVID SASSON & CO., LTD.,
Agents.
Hongkong, 1st June, 1909. [5]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies)

STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMEDEJA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Belotti, will be despatched as above on FRIDAY, the 11th inst., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.
Hongkong, 3rd June, 1909. [4]

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL
(With Liberty to call at the Malabar Coast.)

S.S. "INDRAINI" On 16th June.
to be followed by
S.S. "ST. PATRICK" About 13th July.

For Freight and further information apply to

SHEWAN TOMES & CO.,
General Agents.
Hongkong, 3rd June, 1909. [77]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DABWIN and QUEENSLAND PORTS and passing through Cargos to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE,"
Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.
Hongkong, 4th June, 1909. [82]

VESSELS ADVERTISED**AS LOADING**

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION**VESSEL'S NAME****FLAG & BIG****BERTH****CAPTAIN****FOR FREIGHT APPLY TO****TO BE DESPATCHED**

LONDON &c. VIA VARIOUS PORTS OF CALL...	DRILLI	Brit. str.	G. W. Gordon, E.N.E.	P. & O. S. N. CO.	On 12th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	POONA	Brit. str.	A. F. Vine, E.N.E.	P. & O. S. N. CO.	About 16th inst.
ANTWERP, ROTTERDAM & HAMBURG &c.	SITHONIA	Ger. str.	Brehmer	HAMBURG-AMERIKA LINIE	On 8th July.
BEEREN, HAMBURG & ROTTERDAM &c.	BEEREN	Ger. str.	Salmer	HAMBURG-AMERIKA LINIE	On 11th inst.
HARVE & HAMBURG VIA STRAITS, &c.	SINGAPORE	Ger. str.	Eckhore	HAMBURG-AMERIKA LINIE	On 17th inst.
ISTRIA	ISTRIA	Ger. str.		HAMBURG-AMERIKA LINIE	On 10th July.
CANTON	SWED	Fr. str.		MELCHERS & CO.	About 8th inst.
ROTTENBACH	ROTTENBACH	Jap. str.		MESSEGERIES MARITIMES	On 8th inst. at 1 P.M.
MARSHILLS, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	N. Nelson	NIPPON YUSEN KAISHA	On 9th inst. at D'Light
MARSHILLS, LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	W. Barrett	JARDINE, MATHESON & CO., LTD.	About 12th inst.
MARSHILLS, LONDON & ANTWERP VIA SINGAPORE, &c.	SAKAI MARU	Jap. str.	Geo. Anderson	NIPPON YUSEN KAISHA	On 23rd inst. at D'Light
MARSHILLS, BREMEN & HAMBURG &c.	SCANDIA	Ger. str.	V. Dohren	HAMBURG-AMERIKA LINIE	On 1st July.
MARSHILLS, HARVE & HAMBURG &c.	SILVIA	Jap. str.	Porcellini	NIPPON YUSEN KAISHA	On 2nd July.
GENOVA, MARSEILLE, LONDON, & ANTWERP, &c.	ZIRANO MARU	Jap. str.	Wm. Fraser	TOYO KISEN KAISHA	About 30th inst.
MARSHILLS, LONDON & ANTWERP	MANSHU MARU	Jap. str.		MELCHERS & CO.	On 1st July at Noon.
MARSHILLS, LONDON & ANTWERP	LUTZOW	Jap. str.	C. Dowers	SANDER, WIELER & CO.	On 16th inst. at Noon.
MARSHILLS, LONDON & ANTWERP	E. F. FREDERICK	Aus. str.	Nitsche	CARLOWITZ & CO.	On 26th inst. P.M.
MARSHILLS, LONDON & ANTWERP	WOGLINDE	Brit. str.	Mohr	DODWELL & CO., LTD.	About 7th inst.
MARSHILLS, LONDON & ANTWERP	PATHAN	Brit. str.		DODWELL & CO., LTD.	On 22nd inst.
MARSHILLS, LONDON & ANTWERP	INDRAINI	Brit. str.		CANADIAN PACIFIC R. CO.	On 16th inst.
MARSHILLS, LONDON & ANTWERP	EMPEROR OF JAPAN	Brit. str.		CANADIAN PACIFIC R. CO.	On 12th inst. at 6 P.M.
MARSHILLS, LONDON & ANTWERP	MONTRAGLE	Brit. str.		OSAKA SHOSEN KAISHA	On 3rd July.
MARSHILLS, LONDON & ANTWERP	TACOMA	Jap. str.		On 1st July.	
MARSHILLS, LONDON & ANTWERP	PRINZ WALDEMAR	Jap. str.	F. W. Davis	On 22nd inst. at 4 P.M.	
MARSHILLS, LONDON & ANTWERP	VICTORIA	Jap. str.	T. Harrison	NIPPON YUSEN KAISHA	On 11th inst. at Noon.
MARSHILLS, LONDON & ANTWERP	VIKING	Jap. str.	K. Kawara	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
MARSHILLS, LONDON & ANTWERP	YOKOHAMA	Jap. str.	M. Yagi	BUTTERFIELD & SWINE	On 18th inst. at 10 A.M.
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MARSHILLS, LONDON & ANTWERP	YOKOHAMA & KOBE	Jap. str.		FRAZIER	On 23rd inst.
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Hongkong, 5th June, 1909.

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Hongkong, 5th June, 1909.

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SHAHAI "WINGSANG" Thursday, 10th June, Noon.
MANA "LOONGSANG" Friday, 11th June, 4 P.M.
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Hongkong, 5th June, 1909.

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Hongkong, 5th June, 1909.

T. ARIMA, Manager.

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Hongkong Office.

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Special Blend Whisky.

These tiny capsules—superior to Copal, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

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A choice of Tweeds, Flannels, Cheviots and Serge may be had. Kindly state which required—and the colour—when writing for patterns. Self-measurement forms on application. As a register is kept of all Customers' measures, an accurate fit is guaranteed.

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[14]

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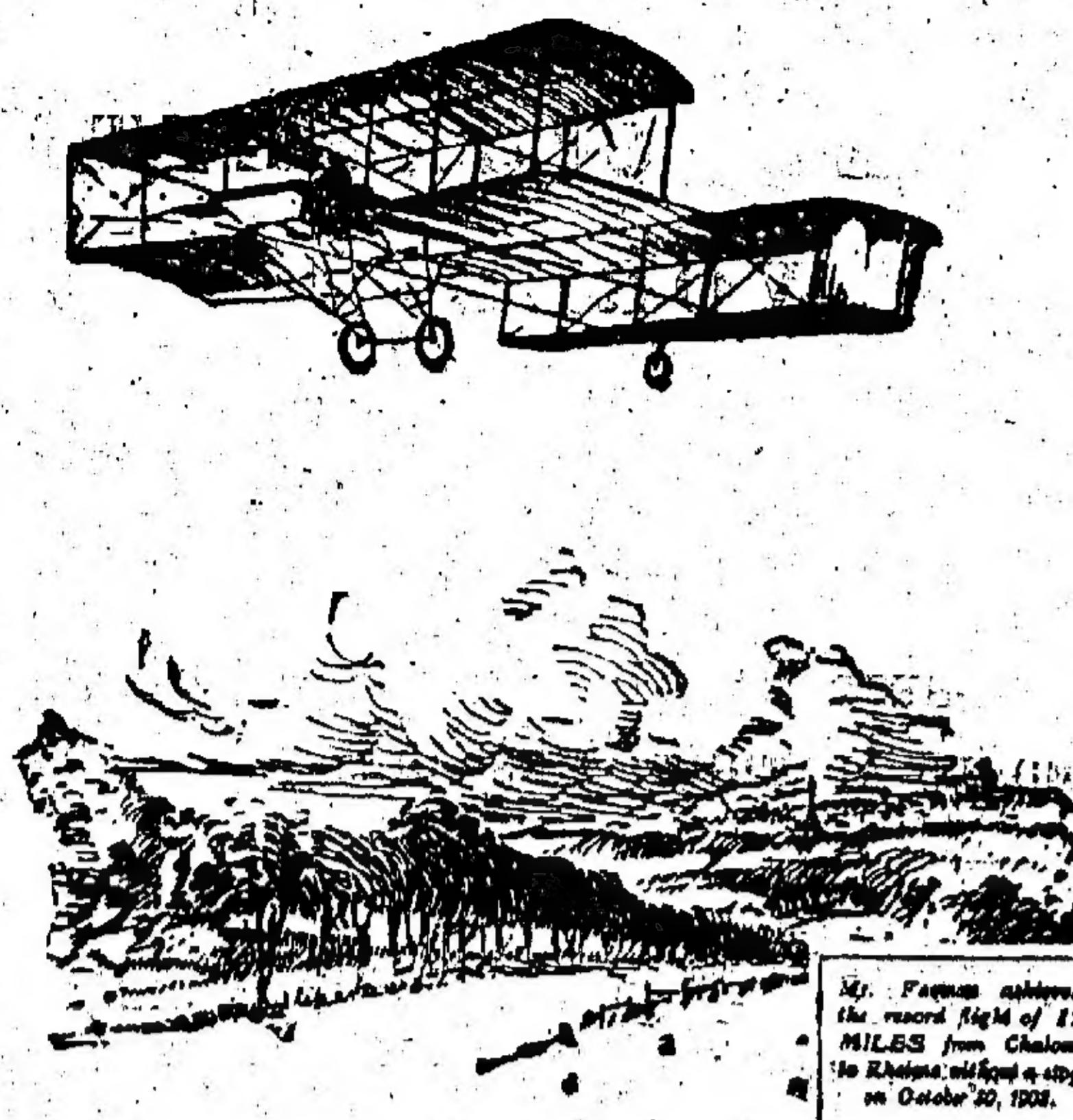
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The master minds, the leaders of men, have ever been the foremost to esteem the energising efficacy of Phosferine, but the *very importance and difficulty* of Mr. Farman's historic achievement is the strongest possible proof of the supreme restorative qualities possessed by the greatest of all tonics. Mr. Farman expresses the warmest appreciation for the permanent staying power and resistance which Phosferine imparted to his nerve system, enabling him to withstand the severe strain of the unexpected risks and hazards of aerial flight.

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EARLY CHINESE HISTORY.**INTERESTING LECTURE.**

(Continued from May 29th.)

Comparisons of myths and customs may, however, not be very convincing although they are a fascinating subject of study. But when we come to Astronomy, I think we come to a subject where can be found important comparisons between the two races. It is difficult to speak of Astronomy, especially when Sir Charles Warren is in the chair, because he knows much more about the science than I do. But one great mistake that archaeologists make when treating of any other science, lies in not consulting specialists in that science. If I want to know something about Astronomy, I go to a Professor of Astronomy; if about Philology, I ask a Professor of Philology; if about Natural History, I ask a Naturalist to give the real facts. In that way one escapes many popular errors. Archaeologists have made some extraordinary statements with regard to ancient Astronomy, which have been recently shown to be entirely wrong by a member of the Astronomical Society—Mr. Maundher. So in regard to this subject I have turned to those who are authorities on Astronomy, and not to popular statements on the subject. We have an extraordinary habit of preserving old and obsolete ideas in Astronomy. We talk about the sun entering the first point of Aries at the Equinox; but when we come to investigate the matter, we find that the sun does not now get to the first point of Aries till about the 16th of April. And in the same way Vergil spoke of the Bull being the first constellation about 100 years after I'Isos became the Equinoctial sign. So that I do not think we can attach much importance to the fact that the Chinese calendar places the Bull at the Equinox, because although that might bring us back to 1700 B.C., still like other nations in the world, they might have gone on with the old system long after it had ceased to represent the facts. But I believe I am correct in saying that their zodiac has 12 signs. I have seen it stated by Dr. Edkins and by Professor de Lacouperie that the ancient Chinese had a lunary year of 12 months, and intercalated a month as in Babylonian. I have not been able to find that statement anywhere else; but if it is so it is one of the most important indications you can have of the connection between China and Babylonia. There are 28 constellations known to the Chinese, including the 12 signs of the zodiac; the Greeks had 48, and in eight cases the names are the same as in China. I have not been able to ascertain whether these names apply to the same constellation, although they probably would. You might say that they may have taken their Astronomy, through India, from the Greeks, but I do not think that can be asserted because the signs of the Chinese zodiac are of unequal length; they did not divide the circle of the heavens into 12 equal parts; some constellations were larger, some smaller, which shows the early date of their observation, because the actual constellations of the zodiac are of unequal length. The consequence is that when the Greeks came, in later times, to divide the signs equally they did not follow the real constellations. The Chinese, then, in adopting the signs of the zodiac which are unequal, show that they had received the zodiac at an early date. And the zodiacal names of the "twelve mansions" are not the same that are found among the Greeks, or in India, or in Egypt in the Roman age. Those names were taken from Babylonian, so that they can be traced back further than the Greek period. But the idea of the zodiac is as old as 3000 B.C., and it has been shown by Mr. Maundher that it could not have been invented at either Babylon or Nineveh, for both cities were too far south. The inventors must have belonged to Armenia in 40 degrees north latitude, which happens to be exactly the same latitude as that of Felekin: so that observations made in Armenia, where the zodiac was first invented about 3000 B.C., would also apply to the latitude of Pekin. The Chinese, then, if it is supposed, calculated eclipses of the Moon back to 2127 B.C., and the Greeks stated that the Babylonians calculated back to 2350, or the time of the foundation of Babylon. The Greeks observed eclipses of the Sun—that of Larissa in 603 B.C., and of Thalis, 585 B.C., and in China they were recording them in 776 B.C., and in 719 B.C. Gibson, in his history, says that out of 36 eclipses that are mentioned as having occurred between 722 B.C. and 480 B.C., down to the time of Confucius, no less than 31 have been identified as having really occurred, so that Chinese astronomical observations as regards eclipses go back to nearly 900 B.C., and perhaps may go back as far as any records we know of. Babylonian observations of eclipses. They were not observations with instruments; they were observations with the naked eye. The Babylonians made mistakes as to their observations: for, when they tried to calculate, they made mistakes in their calculations; and it was not for some time they found, by recording actual occurrences, that the eclipses of the moon came in a regular cycle of about 18 years. A Babylonian rope states that they looked for an eclipse on a certain day and it did not come. The reason was that their calculations were rough and the observations were made with the naked eye, not with delicate instruments.

Next as to irrigation: I have but little to say. There is a remarkable similarity between the systems of Chinese and Babylonian irrigation. The Chinese were known in possession of a most interesting piece of practical knowledge as early as least as the third century B.C. They knew that in irrigation the most important thing to do is to keep the channel down to go on dredging, and keep the bottom of the channel down. If that had been followed out in Italy along the river Po, and in other-parts of Europe if they had taken a hint from the Chinese—they would have had a safe system of canalisation. At a meeting of the Royal Scottish Geographical Society, in August, 1904, it was shown that about 250 B.C. the Chinese knew that the great thing is to keep the walls and the bottom of the channel low; for if the level of the bottom is allowed to rise, and the banks then burst, a great flood will ensue. This shows that at an early period the Chinese must have had a very thorough knowledge of irrigation, and there is hardly any part of the world, except it may be along the Ganges, where they could have learnt irrigation unless they brought it with them from the great plains of Babylon, where severe laws of irrigation existed at least as early as 2100 B.C.

The last question is that of writing. Chinese writing is a very difficult question to treat, and requires special knowledge; but a good deal has been done of late years by the researches of various scholars including Tigrion de Lacouperie (whom I have mentioned so often) and Dr. Chalmers, and others who have perhaps not done quite so much as these two. We may leave out of consideration the Aztec hieroglyphics which no one yet knows much about, but which are probably of Chinese origin. There are four ancient systems—Egyptian, Akkadian or Babylonian from which cuneiform came, the Hittite which is a separate system by itself, although in close connection with the cuneiform, and the Chinese; and the question is whether these

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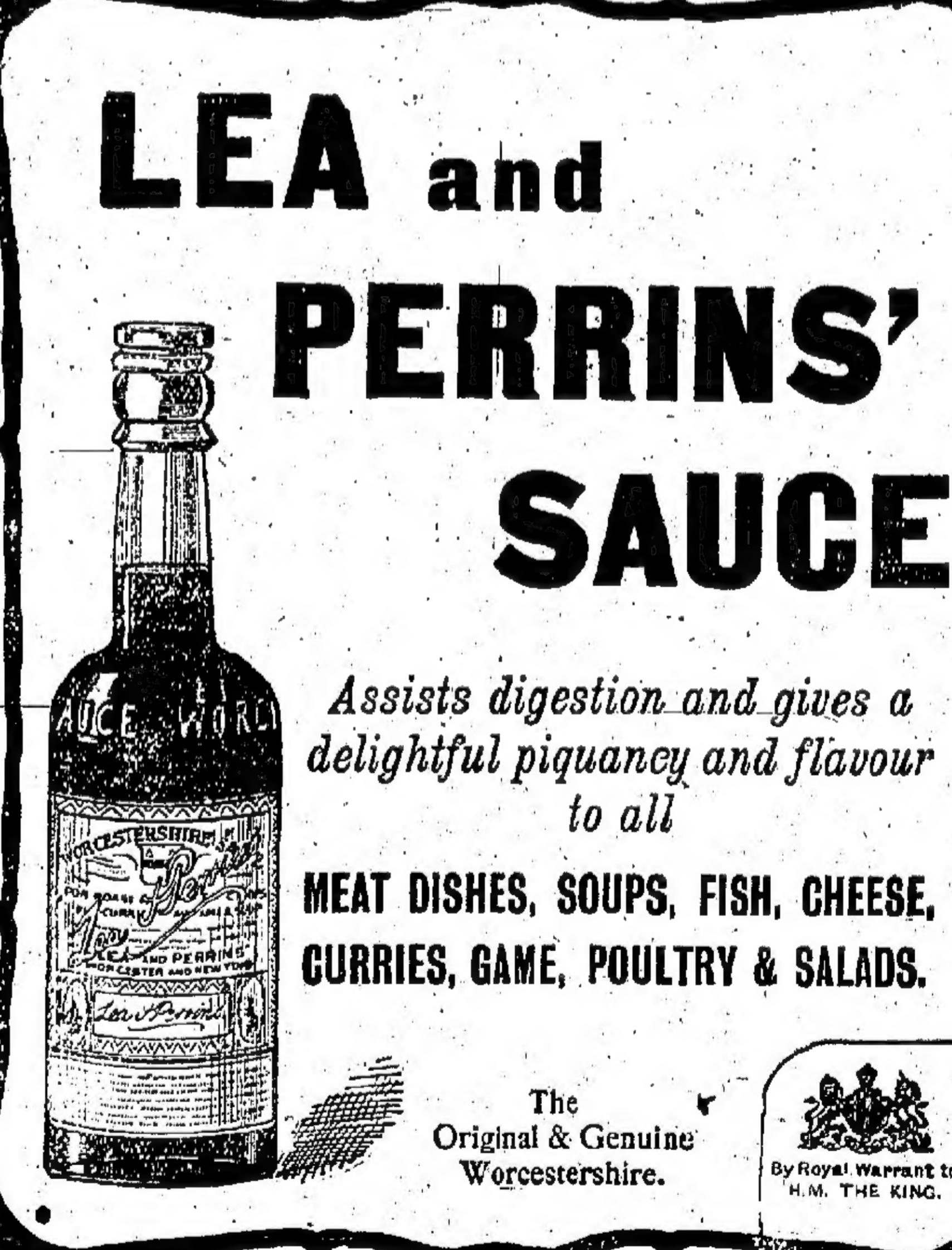
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Hongkong, 16th October, 1907.

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NOTICES TO CONSIGNEES

NDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG,"
having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 5th inst., will be landed at Consigner's risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 3rd June, 1909. [16]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-REGENT LUITPOLD," having arrived Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 9.30 A.M.

All Claims must reach us before the 13th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo.
Ex. S.S. "OESTROLO" from Venice.
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 3rd June, 1909. [5]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamer.

THE P. & O. S. N. Co.'s Steamer
"SIMLA."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out by Mark by Mark and delivery will be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consigner and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 3rd June, 1909. [1]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK,"
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NEW DOCK NOW OPEN.

DOCK No. 1.

Extreme Length..... 722 feet

Length on Blocks..... 714 "

Width of Entrance on Top..... 96 "

Width of Entrance on Bottom..... 883 "

Water on Block at Spring Tide..... 341 "

DOCK No. 2.

Extreme Length..... 523 feet

Length on Blocks..... 513 "

Width of Entrance on Top..... 88 "

Width of Entrance on Bottom..... 77 "

Water on Block at Spring Tide..... 62 "

DOCK No. 3.

Extreme Length..... 371 feet

Length on Blocks..... 350 "

Width of Entrance on Top..... 66 "

Width of Entrance on Bottom..... 53 "

Water on Block at Spring Tide..... 22 "

PATENT SLIP.

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ANCES to undertake BUILDING or

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Short Notice.

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vention, 1886; Chungking Convention, 1891;

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Shanghai, 1902; Emigration Convention,

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